

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: Metropolitan Branch, Baltimore & Ohio Railroad Inventory Number: M:02 37-16

Address: Extending through Montgomery County, from Takoma Park NW to Dickerson

Owner: CSX Transportation, Inc.

Tax Parcel Number: Multiple (See Survey Form M:0-2) Tax Map Number: _____

I-495/I-95 Capital Beltway Corridor Transportation

Project: Improvement Study Agency: State Highway Administration

Site visit by: _____ Staff: ☐ No ☐ Yes Name: _____ Date: _____

Eligibility recommended: X Eligibility not recommended: _____

Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Is property located within a historic district? ☒ No ☐ Yes Name of District: _____

Is district listed? ☐ No ☐ Yes

Documentation on the property/district is presented in: I-495/I-95 Capital Beltway Corridor Transportation Improvement Study
Historic Resources Survey and Determination of Eligibility Report

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo):*

The Metropolitan Branch of the Baltimore & Ohio Railroad was previously surveyed by William E. Hutchinson and Carlos Avery of Sugarloaf Regional Trails in 1979. The rail line has not been altered since the prior survey. The Metropolitan Branch of the Baltimore & Ohio Railroad is eligible for the National Register of Historic Places under Criterion A and C for its association with the transportation industry, as well as the agricultural and residential development of Montgomery County. The development of the railroad provided a needed stimulus to the stagnant economy of Montgomery County in the late nineteenth century. The railroad revived the agricultural economy of Montgomery County by allowing farmers to quickly ship perishable goods to market such as dairy products and produce. The railroad also significantly changed the residential development of the county by providing easy access from Washington, D.C. to new suburban communities. The railroad facilitated the development of the new suburban communities of Silver Spring, Forest Glen, Capitol View Park, Kensington, Garrett Park, Boyds, and Washington Grove. In addition, the railroad is eligible under Criterion C, for its extant station buildings and engineering structures which are contributing elements to the significance of the rail line. The verbal boundary description and justification for the Metropolitan Branch of the Baltimore & Ohio Railroad is the same as provided in the survey form completed in 1979, which includes the right-of-way for the rail line totaling approximately 405.74 acres in Montgomery County. Further description of the recommended National Register boundary can be found in the prior survey form.

Prepared by: Tim Tamburrino, KCI Technologies, Inc., January 2000

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended: XX Eligibility not recommended: _____

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: THE WITHIN NUMBER WAS CHANGED PER
BARBARA SHEPHERD 9/6/00.

Overmolen
Reviewer, Office of Preservation Services

9/11/00

Date

Blumenty
Reviewer, NR Programs

10/12/00

Date

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: Metropolitan Branch of the Baltimore & Ohio Railroad

Inventory Number: ~~M-02~~ M:37-16

**PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
- ☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- ☒ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- ☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Rural Agrarian Intensification A.D. 1680-1815
- ☒ Agricultural-Industrial Transition A.D. 1815-1870
- ☒ Industrial/Urban Dominance A.D. 1870-1930
- ☐ Modern Period A.D. 1930-Present
- ☐ Unknown Period (☐ prehistoric ☐ historic)

III. Historic Period Themes:

- ☒ Agriculture
- ☒ Architecture, Landscape Architecture, and Community Planning
- ☒ Economic (Commercial and Industrial)
- ☐ Government/Law
- ☐ Military
- ☐ Religion
- ☐ Social/Educational/Cultural
- ☒ Transportation

IV. Resource Type:

Category: Structure

Historic Environment: Urban/Suburban/Rural

Historic Function(s) and Use(s): Transportation: Railroad

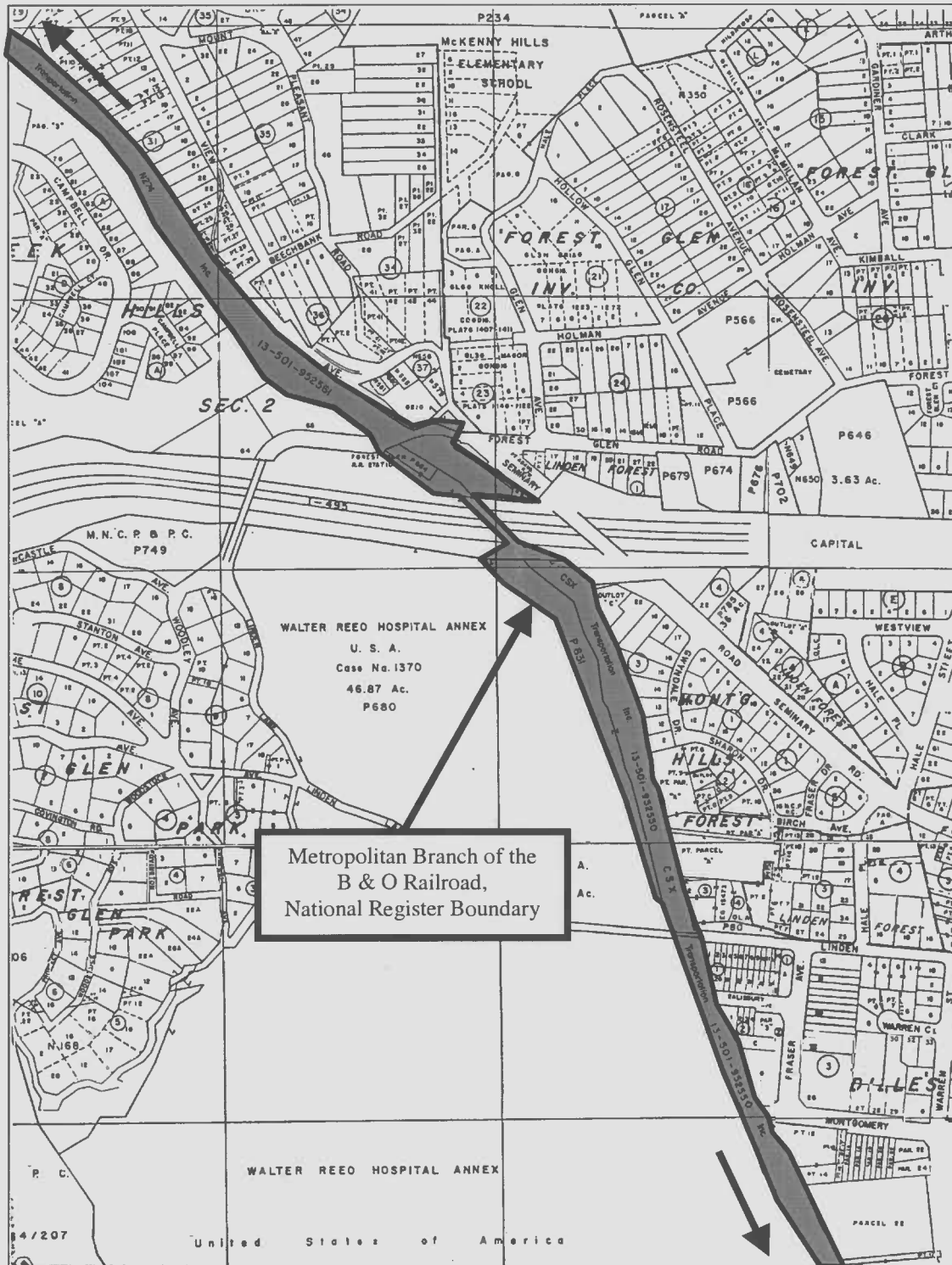
Known Design Source: E. French, W.H. Grant, James L. Randolph, Capt. Phillip P. Dandridge (engineers),
John Greiner (bridges), E. Francis Baldwin (station houses)

MARYLAND HISTORICAL TRUST NR-ELIGIBILITY REVIEW FORM

Property Name: Metropolitan Branch of the Baltimore & Ohio Railroad

Inventory Number: M-02 M: 37-16

National Register Boundary Map of the Metropolitan Branch of the Baltimore and Ohio Railroad through the I-495/I-95 Capital Beltway Corridor Transportation Improvement Study Area:



I-495/I-95 Capital Beltway Corridor Transportation
Improvement Study

METROPOLITAN BRANCH of

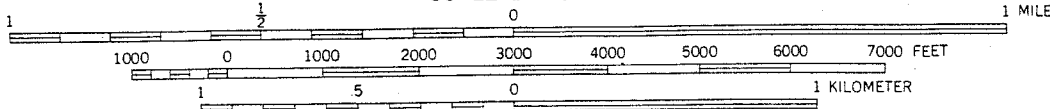
Property Name: **THE B+O R.R.**

MHT#: **M: 37-16**

Quad Name: **KENSINGTON, MD**



SCALE 1:24 000



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



QUADRANGLE LOCATION

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Boundary lines shown in purple comp
information available from the control
Purple tint indicates extension of urb
Revisions shown in purple and woodl

ACHS SUMMARY FORM

1. Name Metropolitan Branch, Baltimore & Ohio Railroad
2. Planning Area/Site Number M: 0/2*
3. MNCPPC Atlas Reference: *Not on Atlas
4. Address: through Montgomery County -- running from Takoma Park NW to Dickerson
5. Classification Summary

Category	structure
Ownership	private
Public Acquisition	NA
Status	occupied
Accessible	yes: restricted
Present use	transportation
Previous Survey Recording	None Federal State County Local

 (Title and date:)
6. Date 1866-1873
7. Original Owner: Baltimore and Ohio Railroad
8. Apparent Condition

a. good	c. original site
b. altered	
9. Description: The principal rail route from Washington to the West, the Metropolitan Branch extends along a narrow right-of-way from Union Station, Washington, through Montgomery & Frederick Counties to Point of Rocks where it connects with the original "main line" of the B&O Railroad. It has been continuously modernized and upgraded since its construction: wooden trestle-works were replaced by masonry bridges; especially impressive are the three-arch Little Monocacy Viaduct, and the 700 foot Bowman truss double tracked iron bridge over the Monocacy. Double-tracking was completed by 1928; and now some of the original stationhouses are being restored. The Baltimore architect, Ephraim Francis Baldwin, designed the Takoma Park, Woodside, Randolph, Linden, Derwood, Dickerson, Germantown, Kensington and Garrett Park, station houses as well as the Gaithersburg station and freight house, that at Boyds, and possibly Rockville's and Silver Spring's. Those at Silver Spring, Kensington, Rockville, Gaithersburg, and Dickerson still stand.
10. Significance: The Metropolitan Branch revolutionized transportation and trade in Montgomery County: agriculture, formerly depressed, was greatly stimulated as quick cheap shipment of produce and supplies made dairy farming, market gardening and fruit farming blossom. Rockville and Gaithersburg grew rapidly; rural Beallsville doubled in size; Old Germantown reestablished itself by the railroad; "Mouth of Monocacy" gave way to "Dickerson's Station", and Boyds became a prosperous dairy farming center. The railroad caused a real estate boom; spacious farm houses with rooms for summer boarders were built in towns all along the line. New suburban communities sprang up at Silver Spring, Forest Glen, Capitol View Park, Kensington, Garrett Park, Boyds, and Washington Grove. Many people took advantage of the opportunity to live in the country and commute by rail to jobs in Washington.
- Date researched and researcher 2/79 -- William E. Hutchinson/Carlos Avery
12. Compiler Gail Rothrock
13. Date Compiled 2/79
14. Designation Approval
15. Acreage: 405.74 acres (in Montgomery County) approx.

MARYLAND HISTORICAL TRUST

M: ~~0~~ M: 37-16
M: ~~0/2~~
MAGI#

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Metropolitan Branch, Baltimore and Ohio Railroad

AND/OR COMMON

2 LOCATION

STREET & NUMBER

CITY, TOWN

VICINITY OF

CONGRESSIONAL DISTRICT

6th & 8th

STATE

Maryland: Montgomery and Southern Frederick Counties; D.C.

COUNTY

3 CLASSIFICATION

CATEGORY

☐ DISTRICT
☐ BUILDING(S)
☒ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☐ PUBLIC
☒ PRIVATE
☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☒ OCCUPIED
☐ UNOCCUPIED
☐ WORK IN PROGRESS
ACCESSIBLE
☒ YES: RESTRICTED
☐ YES: UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE ☐ MUSEUM
☐ COMMERCIAL ☐ PARK
☐ EDUCATIONAL ☐ PRIVATE RESIDENCE
☐ ENTERTAINMENT ☐ RELIGIOUS
☐ GOVERNMENT ☐ SCIENTIFIC
☐ INDUSTRIAL ☒ TRANSPORTATION
☐ MILITARY ☐ OTHER:

4 OWNER OF PROPERTY

NAME Baltimore & Ohio Railroad Company

Telephone #: (301) 237-2000

STREET & NUMBER

2 North Charles Street

CITY, TOWN

Baltimore

VICINITY OF

STATE, zip code

Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. See Continuation Sheets D & E

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

M:37-16

CONDITION

— EXCELLENT
☒ GOOD
— FAIR

— DETERIORATED
— RUINS
— UNEXPOSED

CHECK ONE

— UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE
— MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The principal rail route from Washington to the West, the Metropolitan Branch of the B & O, has been continuously modernized and upgraded since its original construction in the period 1866-1873. When first opened, the line crossed the numerous streams along the route on wooden trestleworks; these were replaced by masonry structures about 1905-1907. The original iron bridge across the Monocacy River was replaced by a heavier and somewhat higher steel structure at the same period. Double-tracking was introduced in 1888 and substantially completed by 1907, although some stretches remained single-tracked until 1928.

Despite these modifications, and minor realignments undertaken to eliminate sharp curves, the appearance of the line today is not essentially different from what it was when it opened for service in May 1873.

STATION HOUSES

When through service between Washington and Point of Rocks began on May 25, 1873, none of today's surviving station houses yet existed, even on paper. Only at one or two points had enterprising railway agents like Walter Talbott, at Gaithersburg, improvised depots at their own expense.

It is significant that nearly all of the principal station houses that were built on the Metropolitan Branch during its first twenty-five years have an underlying feature in common: they were designed by the Baltimore architect, Ephraim Francis Baldwin. Baldwin has been widely acknowledged as the architect for the Victorian Gothic Station at Point of Rocks (1875). What has not been recognized, however, is the full extent of Baldwin's work for the B & O and the number of stations on the Metropolitan Branch that are attributable to him.

E. Francis Baldwin (1837-1916) was the architect for the B & O from 1873 to 1883. From then until his death, he worked in partnership with Josiah Pennington. During the period 1873-1896 these two men designed dozens of stations for the B & O throughout Maryland, West Virginia, Virginia, Pennsylvania, and Ohio.

The first station house erected by the Baltimore & Ohio was constructed in the autumn of 1873 at Rockville. It is one of five pre-1900 depots to survive.

The permanent station houses ranged from small one-room frame structures to large brick buildings with living quarters for their agents on the second floor. The larger stations typically had the agent's office flanked by a pair of waiting rooms, one for the ladies and one for the gentlemen.

Baldwin was the architect for the stations at Takoma Park, Woodside, and Randolph, the nearly-identical board-and-batten stations at Linden and Derwood, and the four variants of a single design at Dickerson, Germantown, Kensington, and Garrett Park. The brick station and its companion freight house at Gaithersburg were designed by Baldwin in 1884. His brick "combination" station stood at Boyds from 1887 until 1928.

The brick Victorian Gothic station houses at Rockville and Silver Spring were mirror-images of each other. These were the "first-class" station houses. Rockville's station was built in the latter half of 1873;

CONTINUE ON SEPARATE SHEET IF NECESSARY

(Continued on Attachment Sheet A)

Metropolitan Branch, Baltimore & Ohio Railroad

the Silver Spring station was built in 1878. It is probable that Baldwin was the architect for these stations. The freight house at Rockville, built in 1887, is a Baldwin design.

The station house at Forest Glen, however, is thought to have been designed by T.F. Schneider of Washington, D.C., the architect who drew up the plans for Ye Forest Inn (now a part of the Walter Reed Annex).

The permanent station houses ranged from small one-room frame structures to large brick buildings with living quarters for their agents on the second floor. The larger stations typically had the agent's office flanked by a pair of waiting rooms, one for the ladies and one for the gentlemen.

ENGINEERING STRUCTURES

The bridge over the Monocacy River was the most imposing and costly engineering structure on the line at the time the railway was laid out. It was a 700-foot double-tracked iron bridge of Bollman truss pattern, resting on three masonry piers spaced 200 feet apart. The roadbed was some 96 feet above low water. 1/ The contractor for the one-mile section comprising the bridge and its approaches was E.D. Smith. Stone for the piers and abutments was partly quarried nearby and partly brought in by rail from Washington County. The iron superstructure was fabricated in the B&O workshops at Mount Clare, Baltimore. The Chief Engineer was John Greiner.

As time passed, the structure was upgraded so as to handle heavier trains and greater speeds. Intermediate piers were built to reduce the spans to approximately 100 feet, and a modern steel superstructure with heavier rails substituted for the original. Nonetheless, the bridge today preserves much of the character of the original span.

At Newport Mills (or Duvall's Mill), where the Metropolitan Branch crosses Rock Creek, was the line's only other original masonry bridge. This too utilized the Bollman truss pattern. It was 450 feet long. There were four spans of 100 feet each, supported by pillars 76 feet above the water. The bridge was designed by Capt. Philip P. Dandridge. 2/

Seneca Creek, Little Seneca (Ten-Mile Creek), Little Monocacy and other smaller streams were initially crossed by trestleworks, for lack of suitable building stone in the vicinity. The Little Seneca trestlework was 600 feet long and 100 feet above water, the Big Seneca span 400 feet long and 75 feet high, and the Little Monocacy trestle was 500 feet long and 75 feet high. Such trestleworks were low in initial cost but exceedingly expensive to maintain, requiring frequent repair and renewal. Because Seneca and Little Seneca Creeks are particularly subject to flash flooding, the B&O undertook elaborate riprapping and damming works to protect the bridges.

Attachment Sheet A - Page 2

Metropolitan Branch, Baltimore & Ohio Railroad

The Little Seneca trestling was replaced with a masonry and steel structure in 1897-98. ^{3/} The foundation for this structure still stands in the valley of Ten-Mile Creek, though the Metropolitan Branch no longer goes that way.

In 1906-08, when the company undertook to straighten and double-track the line between Gaithersburg and Germantown, the old trestlework across Big Seneca Creek was replaced by a permanent structure of masonry. During this same period the tortuous old single-track road between Barnesville and Dickerson was abandoned and a new and much straighter double-tracked section built. In the course of this construction the trestling across the Little Monocacy at Oakland Mills was replaced by the present handsome stone arch. ^{4/}

The single-track span across the wild and rugged Little Seneca or Ten-Mile Creek basin remained in place through World War I -- when it was guarded day and night by troops because of its vulnerability and strategic importance -- and was not finally abandoned until the period 1926-28 when the remaining single-track portions of the line west of Germantown were at last realigned and double-tracked. Only at this late date did the nation's capital finally have a double-tracked line all the way to Chicago.

OTHER FEATURES

A wye, enabling locomotives to turn around, was installed at Gaithersburg in 1888 and enlarged in 1906. It is the only such facility on the Metropolitan Branch.

A wide variety of service facilities was constructed along the way between 1873 and 1900 -- sand houses, water reservoirs, tool sheds, signal towers, watch boxes -- as well as the station houses, waiting sheds, freight houses and cattle pens built to accommodate passengers and freight.

As traffic -- and train speeds -- increased, shocking accidents occurred from time to time along the way, spurring a demand for safety measures. The B&O responded with a variety of devices, some of which had their first trial on the Metropolitan Branch.

A safety gate was installed at New York and Boundary Avenues in 1890, and the first interlocking apparatus at Knowles (Kensington) the same year. The following year the nation's first single-track block system was installed on the Metropolitan Branch. Automatic signals were installed between Washington and Germantown in 1908, and four years later from Germantown to Point of Rocks, thus providing such protection all along the line. ^{5/}

Metropolitan Branch, Baltimore & Ohio Railroad

FOOTNOTES:

1/ Montgomery Sentinel, May 9, 1873; T. H. S. Boyd, History of Montgomery County, 81-82. The Bollman truss was the invention of Wendell Bollman, for a time Master of Road for the B&O Railroad.

2/ Sentinel, October 25, 1872, and May 9, 1873. See also plats in Montgomery County land records, liber EBP 31 folios 451 and 456.

3/ B&O, Annual Reports 71 and 72, 1897-98.

4/ B&O, Annual Reports 80 and 81, 1906-07.

5/ B&O, Annual Reports 64 (1890), 65 (1891), 82 (1908), and 86 (1912).

Table I

Extant Stations on the Metropolitan Branch

<u>Name</u>	<u>Date Built</u>	<u>Station Generation</u>
Barnesville*	1977	2nd
Dickerson	1891	2nd
Gaithersburg	1884	2nd
Kensington	1891	3rd
Point of Rocks	1875	1st
Rockville	1873	1st
Silver Spring	1945	2nd

*This building was moved in 1977 from Rockville, where it was constructed by the Washington Gas Light Company as a metering station.

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input checked="" type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION		Local History	

SPECIFIC DATES 1866-1873

BUILDER/ARCHITECT E. Francis Baldwin

The Metropolitan Branch was originally conceived as a means to end the isolation of central Montgomery County and enable the port of Georgetown to share in the rich trade with the West, then virtually a Baltimore monopoly. The line takes its name from the Metropolitan Railroad Company, a predecessor organization chartered by the Maryland General Assembly in 1853. This company surveyed the general route followed today, but proved unable to finance construction of the line. 1/

Confederate raids across the Potomac during the Civil War emphasized the vulnerability of the capital and the strategic importance of such a railway line. Responding to pleas by the citizens of Washington, President Abraham Lincoln and the Congress endorsed its construction, 2/ but it was not possible to undertake the work before war's end.

Upon expiration of the Metropolitan Railroad franchise in 1865, the Baltimore and Ohio Railroad took on the job, 3/ modifying the Metropolitan plan so as to run the line through the new community of Silver Spring then being planned by Francis P. Blair. 4/

After many delays, the line was opened to service May 25, 1873. It immediately demonstrated the soundness of its original sponsors' vision. Virtually overnight it became the main route to the West for Baltimore as well as Washington, while the old "main stem" of the B&O, which followed the Patapsco River and Bush Creek to the north of Montgomery County, became mainly a freight and feeder line.

The general course of the Metropolitan Branch was first laid out by E. French and W. H. Grant, the engineers of the Metropolitan Railroad. When this line was amended in 1866, the engineers in charge were James L. Randolph and Capt. Philip P. Dandridge of the B&O. John Greiner was the chief engineer for the bridges. Minor modifications were made in 1906-08 and 1926-28 to straighten the route and make higher speeds practicable.

The Metropolitan Branch revolutionized transportation and trade in Montgomery County, and to a lesser extent shifted the balance of trade between Washington and Baltimore. Agriculture in Montgomery County, until then a depressed area, 5/ was greatly stimulated as soon as quick, cheap shipment of produce and supplies became possible. Dairy farming, market gardening and fruit farming blossomed. Established towns like Rockville and Gaithersburg grew rapidly; rural Beallsville doubled in size within a few years. Old Germantown disappeared and the town re-established itself by the railroad. "Mouth of Monocacy" gave way to a new town at Dickerson's Station. The place of Boyds, originally a camp for railway contractor James A. Boyd's work crews, became a prosperous dairy-farming center.

(Continued on Attachment Sheet B)

CONTINUE ON SEPARATE SHEET IF NECESSARY

Metropolitan Branch, Baltimore & Ohio Railroad

Statement of Significance (continued)

Commercial mills, theretofore powered by erratic and generally feeble streams, moved to railside locations and purchased steam engines. A Gaithersburg resident noted in 1891 that "more wheat is now annually delivered here (at the Gaithersburg mill) than was formerly grown in the whole county." 6/ Trade and commerce flourished.

There was also a real-estate boom. It became fashionable for city people to go to the country to escape Washington summers, and spacious farm houses -- a mark of their owners' new prosperity -- were built in towns all along the railroad with rooms for summer lodgers. New suburban communities sprang up at Silver Spring, Forest Glen, Capital View Park, Kensington, Garrett Park, Boyds and Washington Grove. A few country people even began commuting by rail to jobs in Washington. 7/

In contrast, communities along the old B + O "main stem" and the Frederick pike fell into a period of relative stagnation which lasted until the 1920s when highway transport for the first time became a significant alternative to the railroad.

1/ Act establishing the Metropolitan Railroad Company, Maryland General Assembly, Session of Jan. 5, 1853; House of Representatives, Report on a memorial of the directors of the Metropolitan Railroad Company, 1860; Metropolitan Railroad Company, first (1854) and second (1855) annual reports; Benjamin H. Latrobe (jr), Report upon a reconnaissance ... etc., (Baltimore, 1856); William Tindall, Standard History of Washington (Knoxville, 1914), 386; Montgomery Sentinel, passim, esp. Jan. 19, Feb. 9 and 23, Mar. 1 and 8, Apr. 12 and June 14, 1856; William E. Hutchinson, "The Railroad in Gaithersburg," MS prepared for centennial history of Gaithersburg (1978).

2/ Washington Star, Sept. 9, 12, 16 and 22, 1862; Jan. 26, 1863; Tindall, loc. cit.

3/ Maryland General Assembly, Session of 1865, Act to authorize the Baltimore and Ohio Railroad to build ... etc., Mar. 23, 1865; Washington Star, Mar. 24, 1865.

4/ Montgomery Sentinel, Mar. 23, 1866.

5/ A mark of the relative prosperity of Frederick and Washington Counties was their population density, which was in excess of 45 persons per square mile in 1840, whereas Montgomery had only 31.2 persons per square mile. See Samuel Eliot Morison, Oxford History of the American People, map, 476-477. Montgomery County's population in 1840 was 15,456, down 22 percent since 1830 and the lowest figure since 1800. See also Scharf, Western Maryland, 653.

6/ John T. DeSillum, Montgomery Sentinel, July 10, 1891.

7/ Washington Star, June 26, 1886.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Attachment Sheet C

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATAACREAGE OF NOMINATED PROPERTY 515 (approx)

District of Columbia	50.+	(approx)	(Continuation Sheets D and E)
Montgomery County, Maryland	405.74		
Frederick County, Maryland	60.	(approx)	
	<u>515</u>	(approx)	

VERBAL BOUNDARY DESCRIPTION

The railroad extends along a narrow right-of-way from Union Station, Washington, through Montgomery and Frederick Counties to Point of Rocks, Maryland, where it connects with the original "main line" of the B&O Railroad. Stations along the way include Silver Spring, Kensington, Rockville, Gaithersburg, Germantown, Boyds, Sellman (Barnesville), and Dickerson.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	District of Columbia	COUNTY	
STATE	Maryland	COUNTY	Montgomery and Frederick

11 FORM PREPARED BY

NAME / TITLE		William E. Hutchinson/Carlos Avery	
ORGANIZATION	Sugarloaf Regional Trails	DATE	February 1979
STREET & NUMBER	Box 87	TELEPHONE	926-4510
CITY OR TOWN	Dickerson	STATE	Maryland 20753

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Metropolitan Branch, Baltimore & Ohio Railroad

M:37-16

Major Bibliographical References (continued)

- Washington Star, 1862-1865.
New York Times, 1856-1866.
Benjamin H. Latrobe (jr), Report upon a reconnaissance for a railway route from the Laurel station on the Washington branch Rail Road, to the Baltimore and Ohio Rail Road near the Monocacy River ... (Baltimore, 1856).
American Railway Journal, vols. 26-43 (1852-1869).
Baltimore and Ohio Railroad Co., annual reports 31-121 (1857 through 1947), esp. No. 40-58 (1866-1884).
Letter, Francis P. Blair to John W. Garrett, April 23, 1873, concerning station site at Silver Spring. Maryland Historical Society, MS.2003, 150:36451.
Land records of Montgomery County, passim.
Land records of Frederick County.
Lt. Col. S. H. Long and Capt. Wm. Gibbs McNeill, Narrative of the proceedings of the Board of Engineers of the Baltimore and Ohio Railroad Company from its organization ... (in MHS, Baltimore).
37th Congress, third session, Senate misc. docs. no. 9, Memorial of the corporation of the city of Washington, ... praying the immediate construction [of a railway line] to Hagerstown (Washington, 1862).
William Tindall, Standard History of the City of Washington (Knoxville, Tenn., 1914).
Washington Topham, "First railroad into Washington and its three depots" (paper read before the Columbia Historical Society March 20, 1923). CHS Records, vol. 27 (1925), 175-247.
T. H. S. Boyd, History of Montgomery County (Baltimore, 1879).
J. Thomas Scharf, History of Western Maryland.
T. J. C. Williams and Folger McKinsey, History of Frederick County Maryland (1910), 235-245.
T. J. C. Williams, History of Washington County Maryland.
Walter S. Sanderlin, in Maryland Historical Magazine, vol. XLV no. 1.
Edward Hungerford, The Story of the Baltimore and Ohio Railroad 1827-1927. (Often inaccurate and unreliable as to facts and dates, but occasionally useful for background).
U.S. Congress, Act of 25 July 1866, "An act to authorize the extension, construction and use by the Baltimore and Ohio Railroad Company of a rail road from between Knoxville and the Monocacy Junction into and within the District of Columbia."
Acts of the Maryland General Assembly (esp. sessions 1853-1865).
Metropolitan Railroad Co., annual reports, 1854-55.
House of Representatives, Report on a memorial of the directors of the Metropolitan Railroad Co. (1860).
Montgomery Sentinel (Rockville, Md.), 1856-59, 1865-91.

CONTINUATION SHEET D

A. The real estate atlas of Montgomery County contains the following descriptions of Baltimore and Ohio Railroad Co. property along the right of way of the Metropolitan Branch:

<u>Dist</u>	<u>L/F</u>	<u>Parcel</u>	<u>Description</u>	<u>Acreage</u>
2	454/259 454/264	P-440	Right of way	60.89
	424/377	P-870	Abandoned right of way east of Germantown	4.66
	424/377	P-909	West of Germantown	12.51
4	EBP 31/432	P-607	Triangle between NSR and turn-pike, 19,838 sq ft	0.46
			Right of way (p. 325 item 2)	14.99
			Right of way (p. 325 item 3)	24.98
			Right of way (p. 325 item 4)	26.65
			Right of way near creek (item 6)	2.16
9		P-222	Waring, 6500 sq ft	0.15
		P-222	Right of way	66.42
		P-209	Germantown station etc.	1.75
		P-475	Waring-Gunner's Branch	4.11
		P-355	Gaithersburg, 15,000 sq ft	0.34
11			Abandoned right of way west of Boyds (actually part of road east from Little Monocacy crossing)	1.61
			Right of way	133.86
13	508/292 494/126	P-108	Griffith-Perry	1.08
			Right of way (p. 635 item 11)	15.13
			Right of way (p. 635 item 12)	26.90
			Lot, cor. Georgia Ave and RR (Silver Spring)	1.27
				<hr/> 405.74

B. A total of some 179 separate legal descriptions of properties acquired by the Baltimore and Ohio Railroad for the Metropolitan Branch are to be found in the Montgomery County Court House, Rockville, Md. Most of those which involve portions of the right of way, especially those which represent acquisitions by condemnation proceedings between February 1868 and March 1870, are to be found in Liber EBP 31; a scattering of others are to be found in Libers EBP 4, EBP 10, and EBP 21.

Acquisitions in the period 1872-1895 were generally for extensions of the right of way to provide room for stations, sidings, spurs and wyes, warehouses and other facilities. There are some 46 transactions in this group, scattered through Libers EBP 10, EBP 12, EBP 17, EBP 18, EBP 21, EBP 24, and EBP 31.

Beginning 1888 additional tracts were taken as the road was double-tracked and straightened. Much of this activity was concentrated in the period 1905-1906 (Libers 180, 182, 184, 188, and 190). The rest was mostly done in 1927-1928 (Libers 424 to 462).

C. Deeds in the Frederick County Court House, Frederick, Md., relating to acquisition of the Metropolitan Branch right of way are as follows:

<u>L/F</u>			<u>Acreage</u>
CM 1/387	19 Mar 1868	Levin Thomas and wife	9.0
CM 2/101	13 Jun 1868	P. McGill West et al	
CM 3/29	5 Feb 1869	Nathan Talbott and wife	
CM 3/79	18 Feb 1869	Nathan T. Talbott and wife	
CM 3/613	22 Jun 1869	Lloyd T. Duvall et al	12.25
CM 6/386	7 Mar 1871	Samuel Clagett and wife	0.25
CM 6/467	29 Mar 1871	Catharine Harper's trustees	8.5
CM 7/192	27 Jul 1871	Otho W. Trundle et al	2.66
CM 8/440	6 May 1872	Levin C. Beall Tr	1.05
			<u>33.71⁺</u>

NOTE: The nominal width of the Metropolitan Branch right of way, as laid down in the act of the Maryland General Assembly of 21 March 1865, "An Act to authorize the Baltimore and Ohio Rail Road Company to build a rail road from a point on the line of its road within the state of Maryland between Knoxville and the Monocacy Junction, through Frederick and Montgomery Counties, to the boundary of the District of Columbia so as to make a direct connection with the city of Washington," is 66 feet. Of the total 42.75 mile length of the line as originally laid out, approximately 6.25 miles was in the District of Columbia, 30.375 miles in Montgomery County, and 6.125 miles in Frederick County. The 66-foot width is equivalent to 8 acres per mile, or

District of Columbia	50 acres
Montgomery County	243 "
Frederick County	<u>49</u> "
	342 acres

In practice considerably more than this minimum was taken, although in Frederick County there was little need for extra land for stations, sidings and other construction.



1. M: 37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND
OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBOURRINO
5. DECEMBER 1999
6. MD SHPO
7. VIEW SOUTH FROM THE LINDEN LAKE, VIEW SOUTH
8. 1 OF 19



1. M: 37/16

2. METROPOLITAN BRANCH OF THE BALTIMORE AND
OHIO RAILROAD

3. MONTGOMERY COUNTY, MD

4. TIM TIMBUKINO

5. DECEMBER 1999

6. MD SHPD

7. VIEW NORTH FROM LINCOLN LANE, VIEW NORTH

8. 2 OF 19



1. M: 37-16

2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO
RAILROAD

3. MONTGOMERY COUNTY, MD

4. TIM TAMBUKINO

5. DECEMBER 1995

6. MD SHPO

7. RAIL LINE - VIEW SOUTH TOWARD STEEL GIRDER
BRIDGE OVER CAPITOL BELTWAY, VIEW SOUTH

8. 3 OF 19



1. MS. 37-16

2. METROPOLITAN BRANCH OF THE BALTIMORE AND
OHIO RAILROAD

3. MONTGOMERY COUNTY, MD

4. TIM TAMBURRINO

5. DECEMBER 1999

6. MD SHPO

7. RAIL LINE - VIEW NORTH FROM FOREST GLEN
AVENUE, VIEW NORTH

8. 4 OF 19



1. M: 37-1/2

2. METROPOLITAN BRANCH OF THE BALTIMORE AND
OHIO RAILROAD

3. MONTGOMERY COUNTY, MD

4. TIM TAMBURINO

5. DECEMBER 1989

6. MID SHED

7. NORTH APPROACH TO CSX OVER CAPITAL BELTWAY.
VIEW SOUTH

8) 5 OF 19



1. M:37-16

2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO
RAILROAD

3. MONTGOMERY COUNTY, MD

4. TIM TAMBUKING

5. DECEMBER 1990

6. MD SHPO

7. CSX OVER CAPITOL BELTWAY - SPAN OVER INNER
LOOP (SOUTH SPAN), VIEW WEST

8. 6 OF 19



1. M: 37-16

2 METROPOLITAN BRANCH OF THE BALTIMORE AND ANNI
RAILROAD

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURINO

5. DECEMBER 1995

6 MID SHPO

7. CSX OVER CAPITOL BELTWAY - SPAN OVER OVER LOD
(NORTH SPAN), VIEW WEST

8. 7 OF 19



1 M: 37-16

2 METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO
RAILROAD

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DECEMBER 1999

6 MD SHPO

7 STEEL LOOK-OUT TOWER (NOW LEASED FOR CELL PHONE
ANTENNAE) LOCATED IN FOREST GREEN

8 8 OF 19



1. M: 3716
2. METROPOLITAN BRANCH OF THE BALTIMORE AND
OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURDINO
5. DECEMBER 1999
6. MD SHPO
7. RAIL LINE SOUTH FROM STONEYBROOK DRIVE IN
CAPITOL VIEW PARK, VIEW SOUTH
8. 9 OF 19



1. M: 37-16

2. METROPOLITAN BRANCH OF THE BALTIMORE AND
OHIO RAILROAD

3. MONTGOMERY COUNTY, MD

4. TIM TAMBURRINO

5. DECEMBER 1999

6. MD SHPO

7. RAIL LINE NORTH FROM STONERBROOK DRIVE
IN CAPITOL VIEW PARK, VIEW NORTH

8. 10 of 19



1. M: 3716

2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO
RAILROAD

3. MONTGOMERY COUNTY, MD

4. TIM TAMBURRINO

5. DECEMBER 1999

6. MD SHPD

7. STONEY BROOK DRIVE OVER CSX, VIEW NORTH

8. 11 OF 19



1. M: 37-16

2. METROPOLITAN BRANCH OF THE BALTIMORE AND
CHICAGO RAILROAD

3. MONTGOMERY COUNTY, MD

4. TIM TAMBURRINO

5. DECEMBER 1999

6. MD SHPO

7. OLD ROAD BED LEADING TO STATION SITE IN
CAPITOL VIEW PARK, VIEW NORTH

8. 12 OF 19



1. M: 37-16

2. METROPOLITAN BRANCH OF THE BALTIMORE AND
OHIO RAILROAD

3. MONTGOMERY COUNTY, MD

4. TIM TAMBURRINO

5. DECEMBER 1999

6. MD SHPO

7. VIEW NORTH ALONG RAIL LINE AT KENSINGTON
VIEW NORTH

8. 13 OF 19



1 M: 37-16

2 METROPOLITAN BRANCH OF THE BALTIMORE AND
OHIO RAILROAD

3 MONTGOMERY COUNTY, MD

4 TIM TAMBUCCINO

5 DECEMBER 1919

6 MD SHPO

7 STATION AT KENSINGTON (SOUTHWEST CORNER),
VIEW SOUTHEAST

8 14 OF 19



1. M: 37-16

2. METROPOLITAN BRANCH OF THE BALTIMORE AND
OHIO RAILROAD

3. MONTGOMERY COUNTY MD

4. TIM TAMBURELLO

5. DECEMBER 1999

6. MD SHPO

7. STATION AT KENSINGTON (NORTHWEST CORNER),
VIEW SOUTHEAST

8. 15 OF 19



1. M: 37-16

2 METROPOLITAN BRANCH OF THE BALTIMORE AND
OHIO RAILROAD

3 MONTGOMERY COUNTY, MD

4. TIM TAMBUZZINO

5. DECEMBER 1999

6. MID SHED

7. VIEW SOUTH ALONG RAIL LINE AT GARRETT PARK

8. 16 OF 19



1. M: 37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND
OHIO RAILROAD
3. MONTGOMERY COUNTY MD
4. TIM TAMBLER, MD
5. DECEMBER 1999
6. MD SHPO
7. VIEW NORTH ALONG RAIL LINE AT GARDETT PARK
8. 17 OF 19



1. M: 37/6
2. METROPOLITAN BRANCH OF THE BARTON AND CHD
RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBUKINO
5. DECEMBER 1999
6. MD SHPO
7. POST OFFICE BUILDING AND RESTAURANT AT THE
RAIL LINE AT GARRETT PARK, VIEW EAST
8. 18 OF 19



1. M:37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBUORINO
5. DECEMBER 1989
6. NO SHPO
7. ROCKVILLE STATION, VIEW NORTHWEST
8. 19 OF 19